



**VILLAGE OF WESTMONT
PLANNING AND ZONING COMMISSION**

MEETING DATE: June 10, 2015

AGENDA ITEM: PZ 15-021

TITLE: Village of Westmont regarding a Zoning Code text amendment as follows:

(A) Amend Appendix A - Zoning, Article X - Off-Street Parking and Off-Street Loading, Section 10.06 - Off-Street Parking, of the Westmont Code of Ordinances to define multiple-family parking requirements based on new dwelling classifications.

BACKGROUND OF ITEM

This text amendment was prompted by a recent PZC request and staff concerns regarding existing parking regulations that do not differentiate the parking requirements for multiple-family dwelling uses. Currently, code requires 2½ parking spaces for each dwelling unit, with no accommodation or relief for developments that have a high number of small dwelling units. As dwelling units can vary in size from efficiency units designed for 1 person up to multiple-bedroom units, an average of 2½ parking spaces can impede development where high density and limited space exist.

Effects of this requirement can be seen throughout the Village B-1 zoning district, and is further hindered when considered with the mixed-use of residential and commercial. When business and commercial parking requirements are combined with residential housing, it can result in large, under-utilized parking lots that create gaps in streetscape unity.



Example of Parking Surplus at Efficiency Mixed-Use Property

COMPARABLE COMMUNITIES

As a part of background research, staff found that several neighboring communities break-down the Multiple-Family classification beyond current Village standards. Although some communities have created reduced standards based on Zoning (such as a Central Business District) and/or Senior Housing, Village staff has found that dwelling unit size would best compliment existing code. Staff supports adoption of the below descriptions in regards to Multiple-Family Parking:

- Efficiency - 1 parking space for each dwelling unit.
- 1 Bedroom - 1½ parking spaces for each dwelling unit.
- 2 Bedrooms - 2 parking spaces for each dwelling unit.
- 3 bedrooms and over - 2½ parking spaces for each dwelling unit.

This code amendment will provide parking relief for existing mixed-use developments that repeatedly require parking variances when accommodating a new business and commercial component, as well as encouraging new development and redevelopment with a lessened parking standard.

The above recommendations are based on the data gathered from other local villages and a full comparison can be found in the attached spreadsheet.

COMPREHENSIVE PLAN

The Comprehensive Plan favors shared parking, reduced parking when applicable, as well as parking maximums. These principles can better promote pedestrian accessibility and reduce the typically large amount of asphalt dedicated to parking, particularly in front of shopping centers. In the instances of existing residential and proposed new residential developments, it is likely that there will be shared parking, especially for multiple-family developments in the Downtown, where residents will commute using the train and will have less automobiles than typical residents. In addition, 2½ spaces per unit results in much more required parking than even a 2 space per unit minimum, particularly for efficiency, studio or 1 bedroom apartments.

The Comprehensive Plan specifically refers to parking in Objective 17 of “**Commercial Areas Goal 2:** Enhance the economic viability, appearance, and function of the Village’s commercial corridors, including Ogden Avenue, 63rd Street, and portions of Naperville Road and Cass Avenue.

Objective 17: Consider innovative parking and access management techniques implemented through regulations or incentives such as shared curb cuts to commercial sites, cross-access easements between properties, discounted parking requirements for shared or remote parking, on-street parking discounts, reduced parking requirements for bike parking and trail connections, and maximum parking requirements, among others.”

The Comprehensive Plan also refers to the Village’s “downtown parking study prepared in 2008 (by Rich and Associates, Inc.) in part to provide parking recommendations and policy considerations for a comprehensive plan. According to the report, there is more than adequate parking available Downtown Westmont where, at a maximum, less than 50 percent of the downtown public and private parking spaces are utilized. However, it is important to note that there is a common community perception of not enough parking in the downtown area. This is attributed to the fact that 60 percent of the parking is essentially reserved for specific uses as it is privately owned and not available for general public use, only individual businesses.”

SUMMARY

Staff recommends the above text amendments to the Westmont Code of Ordinances to revise the multiple-family parking regulations as proposed.

ATTACHMENTS

- Public hearing notice appearing in the May 27, 2015 edition of Westmont Suburban Life
- Spreadsheet with research on local multiple-family parking standards
- Article, “Releasing the Parking Brake on Economic Development,” May 2015 APA Planning Practice
- Westmont Parking Reduction Memo, Farr Associates
- Draft Ordinance

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VILLAGE OF WESTMONT
PLANNING AND ZONING COMMISSION
NOTICE OF PUBLICATION

NOTICE IS HEREBY GIVEN that a public hearing has been scheduled before the Westmont Planning and Zoning Commission to be held on Wednesday, June 10, 2015 at 7:00 P.M. in the Westmont Village Hall, 31 W Quincy St., Westmont, Illinois 60559.

The purpose of the hearing is to consider a request from the Village of Westmont regarding a Zoning Code text amendment as follows:

(A) Amend Appendix A, Section 10.06 - Off Street Parking of the Westmont Zoning Code regarding regulations for the minimum number of parking spaces required for dwelling uses.

Village Code(s) Applicable:
Appendix A, Section 10.06 (K)(1)

Note: Any person who has a disability requiring a reasonable accommodation to participate in the meeting should contact the Village of Westmont, Illinois, 60559 between 9:00 A.M. to 5:00 P.M. Monday through Friday, or telephone (630) 981-6210 voice, or (630) 981-6300 TDD, within a reasonable time before the meeting.

All interested persons in attendance will be allowed to express their views.

WESTMONT PLANNING AND ZONING COMMISSION
Ed Richard Chairperson

May 27, 2015
Westmont Suburban Life SDP604

To probate a will and whose name and address is not stated in the petition to admit the will to probate, that an order was entered by the Court on May 12, 2015 admitting the will to probate. Within 42 days after the effective date of the original order of admission, you may file a petition with the Court to require proof of the will by testimony of the witnesses to the will in open court or other evidence, as provided in section 6-21 of the Probate Act of 1975 (755 ILCS 5/6-21).

You will also have the right under section 8-2 of the Probate Act of 1975 (755 ILCS 5/8-2) to contest the validity of the will by filing a petition with the Court within 6 months after the admission of the will to probate.

The estate will be administered without Court supervision, unless under section 28-4 of the Probate Act of 1975 (755 ILCS 5/28-4) any interested person institutes independent administration at any time by mailing

or delivering a petition to terminate to the Circuit Court Clerk.

Claims against the estate may be filed in the Office of Chris Kachiroubas, Circuit Court Clerk, 505 N. County Farm Road, Wheaton, Illinois, or with the representative or both, on or before November 21, 2015. Any claim not filed within that period is barred. Copies of a claim filed with the Circuit Court Clerk must be mailed or delivered to the representative and to the attorney, if any, within ten (10) days after it has been filed with the Circuit Clerk.

CHRIS KACHIROUBAS
Clerk of the Eighteenth
Judicial Circuit Court
Wheaton, IL 60189-0707

BORLA NORTH & ASSOCIATES, P.C.
Attorney For: EXECUTOR
6912 S. MAIN STREET,
SUITE 200
DOWNERS GROVE, IL 60516

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ADVERTISEMENT FOR BIDS
DOWNERS GROVE SANITARY DISTRICT
OF DUPAGE COUNTY, ILLINOIS

1. Time and Place of Opening Bids. Sealed proposals for the construction of the Grease Recycling Station Driveway for the Downers Grove Sanitary District of DuPage County, Illinois, will be received at the District Office at 2710 Curtiss Street, Downers Grove, Illinois 60515 until 10:00 A.M., Wednesday, June 10, 2015, and at that time will be publicly opened and lump sum bid total read aloud.

2. Description of Work. The proposed construction consists of approximately 290 square yards of Portland Cement concrete driveway pavement, bedding, and base course, earth excavation, removal and disposal of unsuitable material, embankment, aggregate subgrade improvement, riprap excavation, stockpiling, placement and any other work necessary to complete the proposed grading for the project curb and gutter removal and replacement, sidewalk removal and replacement, protective coat, pipe underdrain installation, adjustment of drainage structures with new frames and adjustable manholes, parkway restoration, and other miscellaneous items of work.

3. Information for Bidders. All pertinent documents may be examined at the District Office at 2710 Curtiss Street, Downers Grove, Illinois 60515. Copies of the Bidding Documents may be obtained from the Owner, Downers Grove Sanitary District, upon a non-refundable payment of \$75 per set. Documents can only be purchased at the District Office. Not less than the prevailing rate of wages as determined by the Department of Labor or determined by the court on review shall be paid to all laborers, workmen and mechanics performing work under this contract. The Downers Grove Sanitary District is exempt from the Illinois State, municipal or county Retailers Occupation Tax, Service Occupation Tax, Use Tax, and Service Use Tax as described in Illinois Compiled Statute Chapter 35. Bid prices shall not include the cost of such taxes. All Bids must be accompanied by a Bidder's Bond, certified check, bank cashier's check or bank draft payable to the Downers Grove Sanitary District for (ten) percent (10%) of the total amount of the Bid as provided in the Bidder Instructions.

4. Rejection of Bids. The Board or Trustees reserves the right to reject any or all Bids and to waive technicalities. Unless the Bids are rejected for good cause, award of contract shall be made to the lowest responsible and responsive Bidder.

Dated at Downers Grove, Illinois this 15th day of May 2015.

630-969-3903

May 20, 27, June 3, 2015
Downers Grove Suburban Life
SDP565

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VILLAGE OF WESTMONT
PLANNING AND ZONING COMMISSION
NOTICE OF PUBLICATION

The Village of Westmont Planning and Zoning Commission will hold its regular meeting on Wednesday, June 10, 2015 at 7:00 P.M. at the Westmont Village Hall, 31 West Quincy Street, Westmont, IL 60559.

1. Call to Order
 2. Roll Call
 3. Pledge of Allegiance
 4. Swearing-in of testifying attendees and reminder to sign in
 5. Reminder to silence all electronic devices
 6. Approval of Minutes of the May 13, 2015 meeting
 7. Open Hearing
- Old Business**
PZ 15-015 Dr. Abhi Patel regarding the property located at 6125 South Cass Avenue, Westmont, IL 60559 for the following in the C-1 Commercial District:
(A) Special Use Permit request to operate a ground floor medical office.
(B) Zoning Code Variance request to reduce the number of required off-street parking stalls.
(C) Site and Landscaping Plan Review
- New Business**
PZ 15-017 Expressions Dance Studio regarding the property located at 25 - 25 South Cass Avenue, Westmont, IL 60559 for the following:
(A) Special Use Permit request to operate a ground floor dance studio in the B-1 Limited Business District.
PZ 15-018 Express Oil Change regarding the property located at 25 West 63rd Street East 6320 South Cass Avenue, Westmont, IL 60559 for the following:
(A) Map Amendment Request to Rezone 6320 South Cass Avenue from R-1 Single Family Detached Residence District to C-1 Commercial District upon annexation.
(B) Special Use Permit request to operate an automotive service business in the C-1 Commercial District.
(C) Zoning Code Variance request to reduce the number of required off-street parking stalls.
(D) Zoning Code Variance request to allow parking and signage within the front yard setback.
(E) Zoning Code Variance request to increase the number of allowable signs.
(F) Zoning Code Variance request to increase the signage footage allowed for a ground sign.
(G) Zoning Code Variance request to increase the maximum gross square footage of signage.
(H) Preliminary Plat of Subdivision.
(I) Site and Landscaping Plan approval.

PZ 15-019 Village of Westmont regarding a Zoning Code text amendment as follows:
(A) Amend Appendix A, Section 4.05 of the Westmont Zoning Code regarding oriented regulations to allow administrative approval in certain instances.

PZ 15-020 Village of Westmont regarding a Zoning Code text amendment as follows:
(A) Amend Appendix A, Article VII - Business Districts of the Westmont Zoning Code regarding Special Use regulations to allow administrative approval in certain instances.

PZ 15-021 Village of Westmont regarding a Zoning Code text amendment as follows:
(A) Amend Appendix A, Section 10.06 - Off Street Parking of the Westmont Zoning Code regarding regulations for the minimum number of parking spaces required for dwelling uses.

Adjourn Note: Any person who has a disability requiring a reasonable accommodation to participate in the meeting should contact the Village of Westmont, Illinois, 60559 between 9:00 A.M. to 5:00 P.M. Monday through Friday, or telephone (630) 981-6210 voice, or (630) 981-6300 TDD, within a reasonable time before the meeting.

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	Single-Family		2-Family	Multiple Family	Exceptions
	No required minimum	Minimum 2 per dwelling unit (maximum 4)			
Westmont (current)					
Clarendon Hills	2 per dwelling unit	2 per dwelling unit	2 per dwelling unit	2.5 spaces per dwelling unit	
Darien	2 per dwelling unit	2 per dwelling unit	2 per dwelling unit	2 per dwelling unit	Senior Apartments - 1 per dwelling unit plus 1 per employee
Downers Grove	2 per dwelling unit	2 per dwelling unit	2 per dwelling unit	2 per dwelling unit	Downtown Business District - 1.4 spaces per dwelling unit Senior Housing - 0.4 to 0.6 spaces per dwelling unit
Elmhurst	2 per dwelling unit	2 per dwelling unit	2 per dwelling unit	2.5 per dwelling unit	Senior Housing - 1 per dwelling unit
Glen Ellyn	2 per dwelling unit	2 per dwelling unit	2 per dwelling unit	2 per dwelling unit (1.5 for efficiency units)	Central Business District Efficiency - 1 per dwelling unit 1 Bedroom - 1.5 per dwelling unit 2+ Bedrooms - 2 per dwelling unit
LaGrange	2 per dwelling unit	2 per dwelling unit	2 per dwelling unit	1.5 per dwelling unit	Elderly Housing - 0.25 per dwelling unit plus 1 per employee
Lisle	2 per dwelling unit	2 per dwelling unit	2 per dwelling unit	2 per dwelling unit	
Lombard	2 per dwelling unit	2 bedrooms (or den) - 2 per dwelling unit 3 Bedrooms (or den) - 1 per bedroom	2 bedrooms (or den) - 2 per dwelling unit 3 Bedrooms (or den) - 1 per bedroom	1 and 2 Bedroom - 1.5 per dwelling unit 3+ Bedrooms - 2.0 per dwelling unit	Central Business District - 100% of required residential spaces; 50% for non-residential Elderly Housing - 0.25 per dwelling unit plus 1 per employee
Willowbrook	Minimum 2 per dwelling unit (maximum 4)	2.5 per dwelling unit	2.5 per dwelling unit	2.25 per dwelling unit	
Woodridge	2 per dwelling unit	1.5 per dwelling unit	1.5 per dwelling unit	1.5 per dwelling unit	

Releasing the Parking Brake on Economic Development

Cities flourish with reduced parking requirements.

By **BRIAN CANEPA** and **JOSHUA KARLIN-RESNICK**



THE COST IS INVISIBLE TO CONSUMERS AND POLICY MAKERS, but every developer knows just how much parking requirements figure into any pro forma. \downarrow The minimum requirements in place in most municipalities—one to two spaces per residential unit—add an estimated six to 16 percent to per-unit costs through a combination of construction expenses and the opportunity costs of using a limited development envelope on car storage rather than revenue-generating living space. \downarrow Requirements for retail uses are often much higher. A recent study by the Transportation Research Board found that parking was oversupplied in mixed use districts by an average of 65 percent, meaning that between four and 10 percent of the added costs—likely much more for nonresidential uses—are pure waste. \downarrow Developers and planners in Petaluma, California, can attest to the power of eliminating this form of forced waste. Fifteen years ago, Petaluma's Theatre District was marked by surface parking, vacant lots, and derelict industrial buildings. Planners considered it a prime opportunity to extend and reinvigorate its downtown with a mixed use district anchored by a multiscreen cinema. In the end, easing parking requirements in the area became crucial to making that vision a reality. \downarrow Instead of forcing the developer, Basin Street Properties, to provide as much as one space per 50 or 100 square feet of bar or restaurant, the city allowed the company to determine how much parking was reasonable. Considering the on-street parking supply in the area and how the project's different uses might have different periods of peak parking demand, the developer settled on one space per 300 square feet across the project.

Getting parking right might be a more dependable and longer lasting form of economic development.

Vin Smith, a planning consultant who represented Basin Street in the planning and entitlement process, says the project would "absolutely not" have penciled out without the city's flexibility on parking. "We easily saved a floor or two of parking garage construction," Smith says. At a price tag of roughly \$20,000 per space, that means the reduced parking requirements saved as much as \$3 million.

Little more than a decade later, it's obvious that the now built-out Theatre District provides a compelling argument for that kind of flexibility. The area is alive on Friday night: Residents are arriving home from work, office workers are heading to happy hour, and people are walking to catch a movie at the 12-screen Boulevard Cinemas, a meal at Bistro 100, or to find something sweet at MoYo's Frozen Yogurt Lounge. Smith, who lives in the area, says the parking supply is well used but not overloaded.

A critical time

For the last century or so, cities have been struggling with the paradox of parking: Cars need large amounts of space, but making room for them comes at a direct cost to the vibrancy that makes the people in the cars want to come in the first place.

A 2013 study called "The Effects of Urban Fabric Changes on Real Estate Property Tax," by researchers at the University of Connecticut, estimated that Hartford dedicates 15 percent of CBD land area—more than 7.5 million square feet—to parking. If each office worker needs 250 square feet of building space (a conservative estimate), that means the city could accommodate 30,000 additional sorely needed jobs if that land were dedicated to one-story office buildings rather than car-storage space.

The same study estimated that if the amount of land dedicated to surface parking had stayed the same as it was in 1950, the annual loss to government coffers would equal nearly \$22 million in Hartford, \$6.5 million in nearby New Haven, and \$3 million in Arlington, Virginia.

The story is doubtless the same in many cities across the country, and the lost economic activity is all the more damaging in an era of tight municipal budgets. Even as the economy recovers from the 2008 financial crisis, every underused parcel in a city's downtown represents a costly missed opportunity.

Economic development is a central charge of local elected officials and their appointees, and their strategies often take the form of tax breaks for companies that promise a short-term infusion of jobs. Getting parking right might be a more dependable and longer lasting form of economic development.

Consider the examples of Ann Arbor, Michigan; Columbus, Indiana; and Sacramento, California. These three cities—of different sizes, with different development contexts, and in different parts of the country—have each reduced or eliminated off-street parking requirements downtown and in mixed use areas, yielding a range of benefits.

In some places, lifting onerous parking requirements has made infill development more financially viable, opening the door to projects that renew derelict buildings or activate what were previously inactive hardscapes or garbage-strewn lots. For others, it has simplified the development process, speeding the pace of revitalization.

In no cases have the reduced requirements led to the parking shortages or economic losses that are frequently feared.

Sacramento's sea change

Developer Michael Heller says that for years, Sacramento was a large central city with lofty, progressive ideals but conservative parking practices that more or less matched those in the suburbs, where land was plentiful enough to make it easy to surround a building with a sea of parking at a reasonable cost. Where land was much scarcer, the requirements led to either scaled down ambitions or time-consuming, costly, and highly political efforts to waive parking requirements and make projects viable.

"On one side of their mouths, everyone at the city was espousing green principles and encouraging transit-oriented development, but on the development-application processing side, you had to deal with this antiquated code," Heller says. "You got pulled in two directions."

All that changed in 2012. The city eliminated parking minimums in its Central Business and Arts and Entertainment districts, reduced minimums in some other parts of the city, and allowed developers to reduce those already lower requirements with programs and facilities that encouraged access by non-auto modes. The changes were rooted in a study that found that even at peak times, between 40 and 65 percent of spaces were unoccupied in five focus areas in central Sacramento.

The reforms have led to a sea change in the development process. Under the old regime, most developers found they simply did not have the land to build all the required parking and would instead apply for a waiver. Processing it would take anywhere from four to eight months and often ended up being a "lose-lose situation," says Greg Sandlund, an associate planner for the city who played a key role in the city's parking-requirement overhaul.

The planning commission and city council denied just one parking ratio waiver between 2000 and 2010, which meant that "the community got worked up and the development was delayed," even though the parking that was ultimately provided was far lower than the code required. "It became a game that only the sophisticated knew how to play," Heller says. "It wasn't a genuine process and it took a lot of time and money."

Today, the city's parking code aligns with the visions espoused in the general plan, allowing planners to simply enter "no planning issues" (that is, no planning problems) on applications for projects that are looking to build the amount of parking developers think is needed to compete in the marketplace. Heller points to two developments to explain how the code update changed his business.

In the mid-2000s, his company built the Midtown Art Retail Restaurant Scene, a block-long, mixed use, adaptive-reuse development in a thriving neighborhood just a few blocks east of the Califor-

Today, Sacramento's parking code aligns with the visions espoused in the general plan, allowing planners to simply enter "no planning issues" (that is, no planning problems) on applications for projects that are looking to build the amount of parking developers think is needed to compete in the marketplace.

nia state capitol. Heller says it has 55,000 square feet of retail and office space, which means the parking regulations required roughly 150 dedicated parking spaces on a parcel that was already built lot line to lot line, with no room to add vehicle storage.

Heller cobbled together agreements with five small lots near the building to account for some of that parking and had to go to the planning commission to waive the rest of the requirement. The process was "a lot of work" and ultimately delayed the project by several months, he says.

Today, Heller is moving forward on another adaptive reuse project about a mile to the southwest, next to a light-rail station, called the Ice Blocks. With 60,000 square feet of office space, 50,000 square feet of retail, and 150 housing units, the project would have required more than 500 parking spaces under the old regulations. Instead, Heller is providing two spots for every three residential units and minimal parking for the office and retail space, and he will be implementing a robust transportation demand management program to encourage people to come to the site by other modes. The project is moving forward quickly, spared the expense and delays that had been a part of the previous process.

"The city really listened to us on this topic and took bold measures to embrace true green principles in the new parking code," Heller says. "I tip my hat to staff on this because the city is now teed up for real growth with a framework for progressive, thoughtful infill projects."

Sacramento's development market is still stuck in a post-economic-crisis slump, having built just 200 housing units last year, but Sandlund says that sparing developers from building millions of dollars' worth of unneeded parking has helped move more projects into the pipeline. "I don't think there's been an explosion of development, but if anything, at least the parking code isn't getting in the way of development," Sandlund adds.

There is evidence that larger economic impacts are right around the corner. One proposal that entered the pipeline last year was the i15 project, a proposed eight-story mixed use development with 96 residential units, more than 5,000 square feet of ground-floor retail, and zero on-site parking. The regulatory changes have also had a major impact on things like tenant improvements. Whereas transforming a retail space into one suitable for a restaurant, with higher parking requirements, would have required a lengthy trip through the waiver process, such improvements can be made by right today.

Columbus kicks the rules to the curb

Those unfamiliar with Columbus, Indiana (pop. 45,000), have no reason to suspect this small city would be on the cutting edge of parking policy. But

→ The 115-unit family project, now in construction, California's development process would have been proposed for a small infill site. In the past, parking had been required. Instead, residents with cars will use an adjacent parking garage. Those without cars will have an easy 10-minute walk to the bus and public transit at a block away.

in 2008, it eliminated parking requirements in its downtown district. The change was part of a larger effort to revitalize the area, and its implementation amounted to a "non-event," rooted in a "shared understanding of where downtown was going," says planning director Jeff Bergman, AICP.

"There was a feeling at the time that the local government, through the zoning ordinance, didn't have nor really could have enough information to accurately regulate parking downtown, not without potentially causing some sort of negative consequence," he says. Without reliable metrics, the city decided to leave these decisions to the market.

Bergman notes that the change has allowed developers and planners to focus on other aspects of projects, instead of getting hung up on whether a project was going to meet its parking requirements. This has led to better developments that reflect the true vision of developers and the needs of their tenants.

As an example, Bergman points to a regional headquarters for the First Financial Bank, in the southwest corner of downtown. The combined bank branch and office building development opened in 2014 with 62 surface parking spaces, built to accommodate the anticipated needs of employees traveling to the office for regular meetings.

Parking was a non-issue during the development approval process. And the limited parking approach has been successful from the developer's perspective.

The Cole, a four-story mixed use residential building across the street, is another development that has gone up since the regulatory change. The project wrapped around a redevelopment authority-sponsored parking garage that was already going up on the same block, and the developer was able to negotiate with the authority to reserve 200 spaces for use by the 146 residential units in the new building.

Developer Matt Griffin, who led the effort for the Buckingham Companies, says the Cole shows that eliminating parking requirements does not mean developers will stint on parking. In the case of the Cole and infill projects in other places, it has simply meant he has had the flexibility to provide only the amount of parking that his company thought was truly needed for the developments to succeed.

"Most jurisdictions are coming around to the point that at least for multifamily projects, it's our business, and if we underpark ourselves, we're going to destroy our primary cash flow," Griffin says.



Ann Arbor at the forefront

Although it is near the epicenter of the auto industry, Ann Arbor was an early trendsetter in minimizing the role of parking in the development equation; it eliminated most of its downtown parking requirements in the 1960s. Coupled with a long-standing commitment to building publicly owned and managed structured parking and pricing it at market rates, the lack of requirements laid the groundwork for what is one of Michigan's most vibrant downtowns. Ann Arbor boasts retail occupancy rates that are among the highest in the state and a mere three percent residential vacancy rate.

According to the city's zoning code, downtown projects that adhere to the letter of the code are not required to provide any parking, and those that exceed floor-area limits are required to provide just one space per 1,000 square feet of additional floor area, far lower than typical requirements.

Susan Pollay, executive director of the city's Downtown Development Authority, says the low requirements have had a direct impact on the city's development environment. "There has been a strategy that from the beginning [eliminated] parking at the heart of our zoning, so we've been able to build a strong downtown core," she says.

Over the years, developers have steadily gobbled up surface parking lots for projects. Of late, the focus has been in the area around East Washington and South Division streets. On that corner, Pollay says, a small building surrounded by surface parking was recently replaced by a 10-story residential building with a grocery store and fast-food restaurant on the ground floor and far less parking than zoning codes typically require.

BUFFALO, NEW YORK

“People walked around downtown and saw all this surface parking that is ample and underpriced and said, ‘We want development here, we want buildings here.’”

DANIEL HESS
Associate Professor
Urban and Regional Planning
University of Buffalo

Next door, another residential high rise went up on a lot with a low building and surface parking lot. Across Washington, the McKinley Towne Center filled in its driveway with a new retail building to create a steady, active street front along East Liberty Street.

Across downtown, at the corner of Huron and Ashley streets, a recently built mixed use residential high rise with minimal parking will soon be joined by a new hotel that will provide no parking, replacing another low-density development surrounded by a sea of asphalt. There is plenty of parking in a city-owned parking garage down the block.

The University of Michigan's tens of thousands of students, faculty, staff, and supporters provide a sizable and steady market for Ann Arbor businesses, which are located close to the campus. But the city shows that the fears that drive policy makers to err on the side of oversupplying parking are largely unfounded. If a tight parking supply really limited an area's economic potential, Ann Arbor businesses would be struggling, university or not. Instead, despite high parking prices and long wait lists for garage permits, the development market could scarcely be hotter.

“Apartments are filled to the brim,” Pollay says. “If parking was the driving factor, that wouldn't be the case because none of them are providing parking at the rates that would typically be required.”

An idea spreads

Buffalo, New York, may soon become the next example—and the biggest to date—of what can happen when a city takes parking out of the development-review process. At press time, the city was about to become the first in the country to eliminate parking re-

quirements citywide, in hopes of spurring development on some of its many surface parking lots.

The change was part of a zoning code update that was focused on revitalizing the city's downtown, which today contains two parking spaces for every job. City officials saw those parking spaces as a massive opportunity.

“People walked around downtown and saw all this surface parking that is ample and underpriced and said, ‘We want development here, we want buildings here,’” says Daniel Hess, an associate professor of urban and regional planning at the University of Buffalo who has studied the city's zoning code reform process.

That a Rust Belt city like Buffalo has eliminated parking minimums is evidence that we have come a long way in how we think about downtown development. The idea that providing ample parking was the key to economic success has begun to give way to the realization that too much parking can cause economic stagnation. Sacramento, Columbus, Ann Arbor, and, soon, Buffalo are leading examples of how much economic development potential is sitting right under many cities' tires. ■

Brian Canepa is a principal and chief growth officer at Nelson\Nygaard Consulting Associates. Joshua Karlin-Resnick is an associate there. They worked on the Sacramento zoning code update and on Petaluma's Theatre District development.

Parking Requirement Impacts on Housing Affordability, by the Victoria Transportation Policy Institute: vtpi.org/park-hou.pdf

Parking in Mixed-Use Districts, by Rachel Weinberger and Joshua Karlin-Resnick, presented at the 94th annual Transportation Research Board meeting in 2015

Putting a Cap on Parking Requirements

A way to make cities function better. By **DONALD SHOUP**, FAICP

Suppose the automobile and oil industries have asked you to devise planning policies that will increase the demand for cars and fuel. Consider three policies that will make cars essential for most trips. First, segregating land uses (housing here, jobs there, shopping somewhere else) will increase travel demand. Second, limiting density will spread the city and increase travel demand. Third, minimum parking requirements will ensure ample free parking almost everywhere, making cars the default way to travel.

American cities have unwisely embraced each of these car-friendly policies, luring people into cars for 87 percent of all their daily trips. Zoning ordinances that segregate land uses, limit density, and require lots of parking create drivable cities but prohibit walkable neighborhoods. Urban historians often say that cars have changed the city, but public policies have also changed the city to favor cars.

Minimum parking requirements are particularly ill-advised. In my book *The High Cost of Free Parking*, I argued that parking requirements subsidize cars, increase traffic congestion and carbon emissions, pollute the air and water, encourage sprawl, raise housing costs, degrade urban design, reduce walkability, exclude poor people, and damage the economy. To my knowledge, no one has argued that parking requirements do not have these harmful effects. Instead, a flood of recent research has shown that parking requirements do have these effects.

The high cost

Planners are put in a difficult position when asked to set parking requirements in zoning ordinances, largely because they do not know the parking demand at every site, or how much the parking spaces cost, or how the requirements increase the cost of development. Nevertheless, cities have managed to set parking requirements for hundreds of land uses in thousands of cities—the Ten Thousand Commandments for off-street parking.

Not knowing how much required parking spaces cost, planners cannot know how much the parking requirements increase the cost of housing. Small, spartan apartments cost much less to build than large, luxury apartments, but their parking spaces cost the same. Because many cities require the same number of spaces for all housing, the cost of required parking can consume the entire

subsidy intended for affordable housing.

Minimum parking requirements resemble an Affordable Parking Act. They make parking more affordable by raising the cost of housing and everything else. Using data on the cost of constructing parking spaces and shopping centers, I estimated that the parking requirement of four spaces per 1,000 square feet for a shopping center in Los Angeles increases the cost of building a shopping center by 93 percent if the parking is underground and by 67 percent if the parking is in an aboveground structure.

This cost increase is passed on to all shoppers. Parking requirements raise the price of food for people who are too poor to own a car to ensure that richer people can park free when they drive to a grocery store.

The median is the message

A single parking space can cost far more than the entire net worth of many American families. In recent research, I estimated that the average cost per space for parking structures in the U.S. is about \$24,000 for aboveground parking and \$34,000 for underground parking. We can compare the cost of a parking space with the net worth of U.S. households (the value of all assets minus all debts). In 2011, this median net worth was \$68,828 for all U.S. households, \$7,683 for Hispanic households and \$6,314 for black households.

Thus one underground parking space can cost five times more than the median net worth for all black households in the country. Nevertheless, cities require several parking spaces (at home, work, shopping, recreation, churches, schools, and many other places) for every household.

Many families have a negative net worth because their debts exceed their assets. Eighteen percent of all households, 29 percent of Hispanic households, and 33 percent of black households had zero or negative net worth in 2011. The only way these families can take advantage of all the parking cities require is to go further into debt to buy a car, which they must then support, often by financing it at a high subprime interest rate on a car loan.

In other words, cities require parking for every building without noticing the high cost of the required spaces or the burden placed on families who have little or no wealth.

Time for reform

Perhaps because of the growing doubts about minimum parking requirements, a few cities have begun to backpedal, at least in their downtowns. They recognize that parking requirements prevent infill redevelopment on small lots, where it is difficult and costly to fit both a new building and the required parking. And they see that parking requirements prevent new uses when older buildings lack the parking spaces required for those new uses.

'A city can be friendly to people or it can be friendly to cars, but it can't be both.'

—ENRIQUE PEÑALOSA, FORMER MAYOR OF BOGOTA, COLOMBIA

According to recent newspaper articles, many cities have reduced or removed their parking requirements. Some of the reasons: "to promote the creation of downtown apartments" (Greenfield, Massachusetts), "to see more affordable housing" (Miami), "to meet the needs of smaller businesses" (Muskegon, Michigan), "to give business owners more flexibility while creating a vibrant downtown" (Sandpoint, Idaho), and "to prevent ugly, auto-oriented townhouses" (Seattle).

Given this policy momentum, I thought the time to reform parking requirements in California had arrived when the legislature considered Assembly Bill 904 (the Sustainable Minimum Parking Requirements Act of 2012). AB 904 would have set an upper limit on how much parking cities can require in transit-rich districts: no more than one space per dwelling unit or two spaces per 1,000 square feet of commercial space. The bill defined these districts as areas within a quarter-mile of transit lines that run every 15 minutes or better.

AB 904 would limit how much parking cities can require, but it would not limit the parking supply. Developers could provide more than the required parking if they thought the demand justified the cost.

Why would a state want to adopt this policy? Federal and state governments give cities billions of dollars every year to build and operate mass transit systems, yet most cities require ample parking on the assumption that almost everyone will drive almost everywhere, even where public transit is available.

Twenty public transit lines serve the UCLA campus in Westwood, with 119 buses per hour arriving during the morning peak (7 to 9 a.m.). Nevertheless, across the street from campus, Los Angeles requires 3.5 parking spaces for every apartment that contains more than four rooms.

Los Angeles is building its Subway to the Sea under Wilshire Boulevard, which already boasts the city's most frequent bus service. Nevertheless, along parts of Wilshire the city requires at least 2.5 parking spaces for each dwelling unit, regardless of the number of rooms.

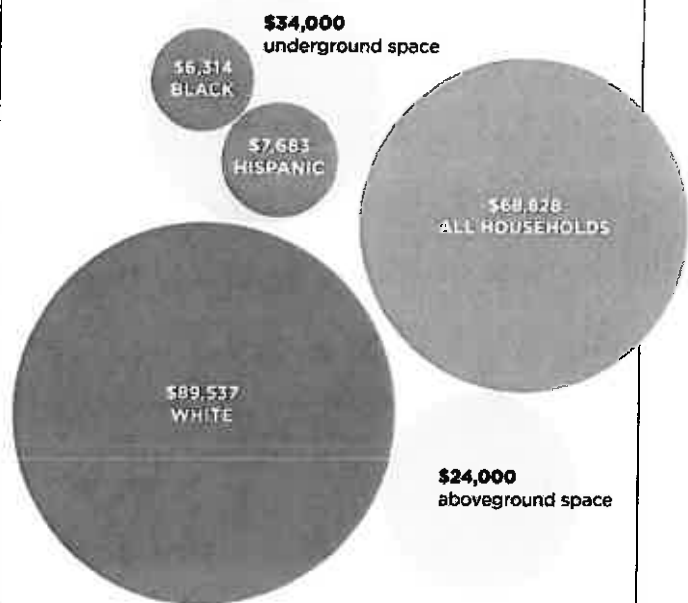
Also on Wilshire Boulevard, Beverly Hills requires 22 parking spaces per 1,000 square feet for restaurants, which means the parking lot is seven times larger than the restaurant. Public transit in this parking environment resembles a rowboat in the desert.

Why limit parking requirements?

The rationale for a limit on parking requirements in transit-rich districts is the same as the rationale for most city planning: The uncoordinated actions of many individuals can add up to a collective result that most people dislike. In this case, minimum parking requirements create an asphalt wasteland that blights the environ-

Parking inequity

The cost of one structured parking space far exceeds the median net worth of minority households.



SOURCES: U.S. CENSUS BUREAU, NET WORTH AND ASSET OWNERSHIP, 2011; DONALD SHOUP, IN PARKING: ISSUES AND POLICIES, 2014; GRAPHIC BY JOAN CAIRNEY

ment and compels people to drive. Limits on the parking requirements in transit-rich neighborhoods can reduce this blight by making redevelopment more feasible near transit stations.

How will reducing off-street parking requirements affect development? Zhan Guo and Shuai Ren at New York University studied the results when in 2004 London shifted from minimum parking requirements with no maximum to maximum parking limits with no minimum. Comparing developments completed before and after the reform, they found that the parking supplied after the reform was only 68 percent of the maximum allowed and only 52 percent of the previous minimum required.

This result implies that the previous parking minimum was almost *double* the number of parking spaces that developers would have voluntarily provided. The researchers concluded that removing the parking minimum caused 98 percent of the reduction in parking spaces, while imposing the maximum caused only two percent of the reduction. Removing the minimum was far more important than imposing a maximum.

Cities usually require or restrict parking without considering the middle ground of neither a minimum nor a maximum. This

behavior recalls a Soviet maxim: "What is not required must be prohibited." AB 904, however, was something new. It did not restrict parking but simply imposed a cap on minimum parking requirements, a far milder reform.

Aided by lobbying from the California Chapter of APA, opponents succeeded in defeating AB 904 in the legislature, but it has since been resurrected and revised, and will be reintroduced as a new bill in the next session.

There have been precedents for statewide limits on parking requirements. Oregon's *Transportation Systems Plan* requires local governments to amend their land-use and subdivision regulations to achieve a 10 percent reduction in the number of parking spaces per capita. The United Kingdom's transport policy guidelines for local planning specify that "plans should state maximum levels of parking for broad classes of development. . . . There should be no minimum standards for development, other than parking for disabled people."

These attempts to take state and national concerns into account suggest that, when left to their own devices, local governments require too much parking.

An arranged marriage

Many people believe that America freely chose its love affair with the car, but I think there was an arranged marriage. By recommending minimum parking requirements in zoning ordinances, the planning profession was both a matchmaker and a leading member of the wedding party.

Unfortunately, no one provided a good prenuptial agreement. Planners can now become marriage counselors or divorce lawyers where the relationship between people and cars no longer works well. Putting a cap on parking requirements is a good place to start.

Donald Shoup is a distinguished professor of urban planning at the University of California, Los Angeles, and the author of *The High Cost of Free Parking*, published in paperback by APA's Planners Press in 2011. He will retire later this year, and UCLA is launching a scholarship in his name. Details are at shoupista.com.

FROM APA

The High Cost of Free Parking, by Donald Shoup, APA Planners Press 2011 (paperback).

MORE

California Assembly Bill 904 The Sustainable Minimum Parking Requirements Act of 2012 shoup.bol.ucla.edu/AssemblyBill904.pdf
Zhan Guo and Shuai Ren 2013 "From Minimum to Maximum: Impact of the London Parking Reform on Residential Parking Supply from 2004 to 2010" *Urban Studies* 50(6) 1183-1200

Letters about AB 904 from mayors, planning academics, planning practitioners, and the California Chapter of APA are available here shoup.bol.ucla.edu/LettersAboutAssemblyBill904.pdf.

Donald Shoup. "The High Cost of Minimum Parking Requirements," pp. 87-113 in *Parking: Issues and Policies*. Stephen Ison and Corinne Mulley (eds.). Emerald Group Publishing, 2014. shoup.bol.ucla.edu/highCost.pdf

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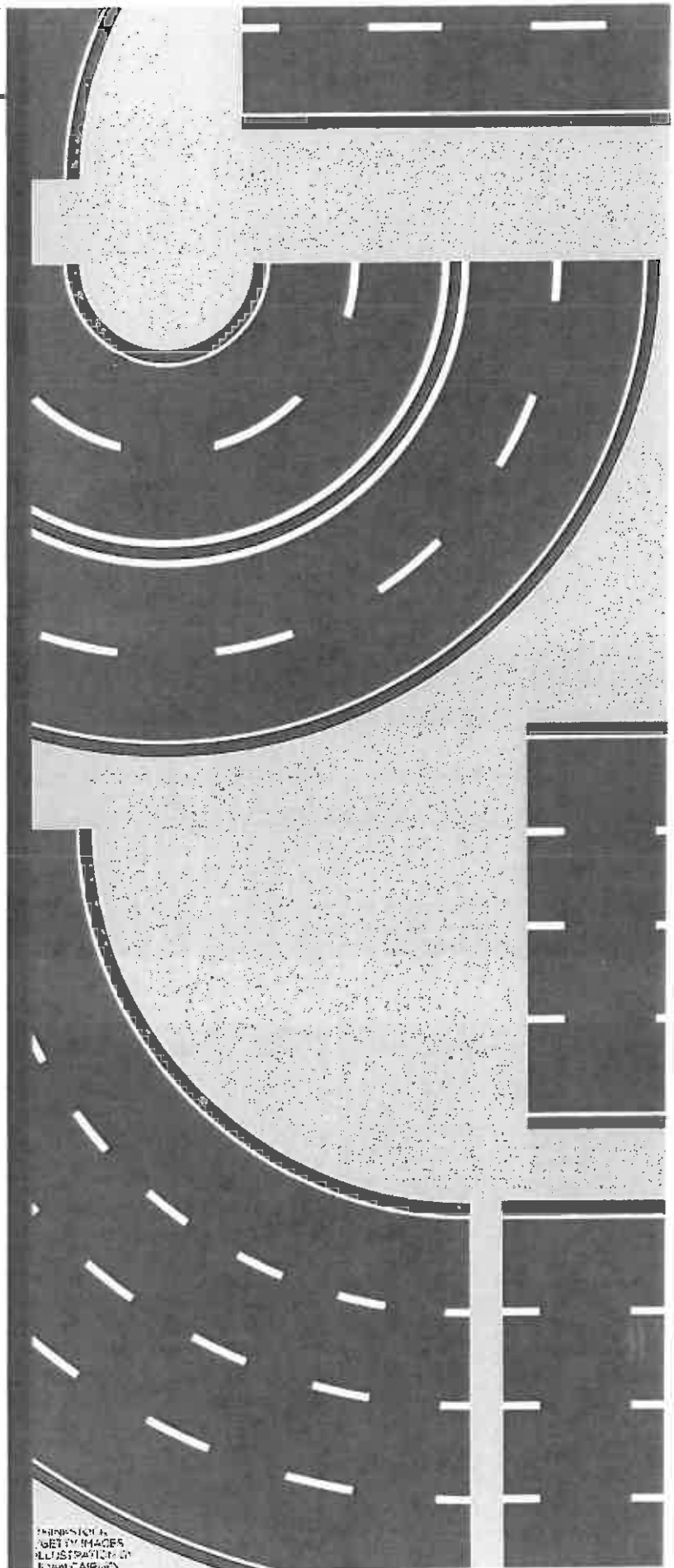


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JOHN CAIRNEY

Westmont Parking Reduction Memo

The following memo briefly outlines some applicable existing parking regulations, then lists potential reduction regulation strategies for the new TOD code.

EXISTING WESTMONT OFF-STREET ALLOWED REDUCTIONS

Cash-in-lieu fee

When the application of the off-street parking regulations specified hereinafter results in a requirement of not more than three spaces on a single lot in the B-1 or B-2 districts, such parking spaces need not be provided; however, in the B-1 district, a payment of cash-in-lieu of providing such parking spaces, as set out in section (3), below, must be received by the village for such parking space waivers. Note, where two or more uses are located on a single lot, only one of these uses shall be eligible for the above exemption. This exemption shall not apply to dwelling units.

In the event that an applicant or petitioner requests a variance in the form of a waiver of required off-street parking spaces in the B-1 district, said applicant or petitioner shall be required to pay an amount of money for each off-street parking space waived by variance. The schedule of applicable fees is set out in section (3), below. Such fees shall be placed in the parking fund for the purpose of acquiring property for public parking, to construct new public parking facilities, and/or to make improvements to existing public parking facilities. The village board may, at their sole discretion, reduce and/or waive this fee in the downtown B-1 central business district.

Cash-in-lieu fee schedule for parking waiver variations:

For parking waivers of three parking spaces or less—\$500.00 flat fee;

For parking waivers of four to ten parking spaces—\$250.00 per parking space, after payment for the waiver of the first three parking spaces set forth above;

For parking waivers of 11 to 20 parking spaces—\$500.00 per parking space, after payment for the waiver of the first three parking spaces set forth above, and payment for the waiver of spaces four to ten set forth above; For parking waivers of more than 21 parking spaces—\$750.00 per parking space, after payment for the waiver of the first three parking spaces set forth above, and payment for the waiver of spaces four to ten, and 11 to 20 set forth above.

Collective provision

Off-street parking facilities for separate uses may be provided collectively if the total number of spaces so provided is not less than the sum of the separate requirements for each such use and provided that all regulations governing location of accessory parking spaces, in relation to the use served, are adhered to. Further, no parking space or portion thereof shall serve as a required space for more than one use unless otherwise authorized by the planning and zoning commission.

PARKING REDUCTION GUIDE

The table below illustrates parking requirements for key land uses that could be found within the TOD area. The existing Westmont parking minimums (Column A) are compared to other Chicago suburban minimums (Column B). There are several land uses where Westmont has higher requirements. It is also compared to suggested TOD parking maximums (Column C).

	A	B	C
Land Use	Westmont Existing Minimum Parking Space Requirement	Other Suburban Communities' Requirements*	Suggested TOD Maximum Parking Requirement
Multifamily <ul style="list-style-type: none"> • 1 bedroom • 2 bedrooms • 3 or more bedrooms 	<ul style="list-style-type: none"> • 2.5 / unit • 2.5 / unit • 2.5 / unit 	<ul style="list-style-type: none"> • 2 / unit • 2 / unit • 2 / unit 	<ul style="list-style-type: none"> • 1 / unit • 1.5 / unit • 2.0 / unit
Office	5 / 1000 sf or 2.5 / 1000 sf (1 / 200 sf of floor area or 1 / 400 depending on volume)	1 / 250-300 sf of floor area	3 / 1000 gfa
Personal Service	5 / 1000 gsf or 2.5 / 1000 sf (1 / 200 sf or 1 / 400 sf depending of volume)	1 / 300 sf of floor area or 4 / 1000 of floor area	3 / 1000 gfa
Financial Institution	3.3 / 1000 sf (1 / 300 sf)	1 / 250-300 sf of floor area	4 / 1000 gfa
Retail	5 / 1000 sf or 2.5 / 1000 sf (1 / 200 sf of floor area or 1 / 400 depending on volume)	1 / 300 sf of floor area or 4 / 1000 of floor area	3 / 1000 gfa
Restaurant – full service (sit down)	1 / each 4 seats + 2 / 3 employees or 1 / 50 sf floor area	1 / 4 seats or 1 / 45 sf of seating area	10 / 1000 gfa

*Surveyed municipalities include: Park Ridge, Mount Prospect, Arlington Heights, Glenview, Palatine, Skokie, Morton Grove, Lemont, and Des Plaines.

Irrespective of transit proximity, note the comparisons with other suburban communities. The Village might consider reducing its minimum off-street parking requirements city-wide in some cases. Specific to the TOD, we typically recommend one of the following two routes for reducing parking requirements:

- 1) **Keep the Village's existing parking requirements and add parking credit reductions for parcels within the TOD boundary.** Use what exists in Column A and add parking credit strategies described in this document that reduce parking demand (TOD proximity reduction, on-street parking credit, public parking availability, shared parking credit, and cooperative parking credit). Other strategies in this document could also be considered, such as car share parking credit, in-lieu parking fees, and a parking management system.
- 2) **Change the Village's parking requirements within the TOD boundary to TOD-specific parking maximums.** Adopt parking maximums similar to those in Column C that apply to parcels within the TOD boundary. These requirements simply embed the TOD proximity reduction into the requirements. In the case of Westmont, we would recommend considering only other reduction credits that provide an actual space located elsewhere in exchange for a space on the parcel (on-

street parking, public parking, shared parking). Other strategies in this document could also be considered, such as in-lieu parking fees and a parking management system.

PARKING REDUCTION STRATEGIES

Communities recognize that compact, mixed-use, walkable places still need parking to be successful. Parking is needed for both patrons and employees, but this parking may vary throughout the day. Typical parking requirements simply require a set minimum amount of parking per a specific unit, ignoring the many different characteristics and context of the community. The following strategies present opportunities to balance the need for parking with other goals to support and enhance pedestrian- and transit-oriented areas.

MINIMUM VS. MAXIMUM PARKING REQUIREMENTS

Every area needs an adequate, appealing, and accessible parking supply. However, too much parking is costly and creates a more auto-oriented environment while minimizing the pedestrian environment. Conversely, providing too little parking can discourage developers and visitors to the area.

ITE

Traditional parking generation rates published by the Institute of Transportation Engineering (ITE) generate the parking demand associated with individual land uses. These rates, however, do not reflect urban design and site characteristics such as the mix, density, and interaction between land uses as well as proximity to transit. Using the traditional rates without regard to site-specific factors could create an oversupply of parking, which could drive up development costs and reinforce an auto-oriented environment with negative impacts on the bicycle and pedestrian environment and act as a disincentive to using transit.

Parking Minimums

The overall goal for a community is provide a balanced parking system – a system with the appropriate amount and mix of parking resources. Most zoning ordinances establish parking “minimums” as a way to make sure that enough parking will be provided and allow developers to determine what level of parking should be provided. A lack of parking is often cited as a reason for the lack of development, so parking minimums allow developers to decide how much is enough, regardless of code. However, minimum parking requirements can result in an oversupply in parking. Further, land uses can and do fail, even with an adequate supply of parking. Parking is costly to provide and results in higher building costs. In fact, the cost of provided parking can increase the rent of office space by as much as 67% (*Parking Ratios*, Chapel Hill, NC, 2002). It should also not be assumed that developers would prefer to build as many parking spaces as possible.

Parking Maximums

While the concept of parking maximums is a relatively new tool in northeastern Illinois, this strategy has been used by municipalities across the country for many years. Portland, Oregon, Seattle, Washington, San Francisco, California, Cambridge, Massachusetts, San Antonio, Texas, and Concord, North Carolina, have all implemented some form of parking maximums, either on a district basis or related to specific land uses.

Local examples of the use of parking maximums or similar concepts to manage the parking supply include:

- *Elmhurst* – Does not require accessory off-street parking in the C-1, C-2, or C4A commercial districts except for residential uses.
- *Plainfield* – Recently established maximum off-street parking limits for commercial establishments located within the Downtown Parking Zone (DPZ). Additionally, small residential and business land uses less than 5,000 sf are exempt from the minimum parking standards in the DPZ.
- *Tinley Park* – The Village’s recently completed Legacy Plan and Legacy Code (form-based code) eliminated on-site vehicle parking for commercial land uses in the Downtown Core (although on-site bike parking still required).
- *Evanston* – allows for a parking exemption for businesses less than 4,000 sf in floor area as a means to support local, independent businesses that are not likely to be able to provide on-site parking.

Alternatively, parking maximums limit the number of parking spaces that can be provided. This strategy is appropriate especially for areas that are transit- and pedestrian-focused, and areas that are compact with limited land available. Maximum parking requirements are appropriate for communities with accessible and frequent transit service and are economically stable to attract tenants without a need for surplus parking.

PARKING RATIOS

As the Regional Transportation Authority (RTA) acknowledges in its latest report, *Access & Parking Strategies for Transit-Oriented Development*, the topic of how to balance the need to provide parking for transit access while not generating other negative impacts is challenging. Many factors should be considered in determining parking requirements for each specific downtown locations and areas developed around transit, such as:

- Community type (urban/suburban, neighborhood/town center/regional center)
- Street/circulation system
- Pedestrian environment/walkability
- Level of/quality of/distance from transit service
- Site characteristics (mix of uses, density)
- Interaction between land uses (ability to share parking resources)
- Bike access/routes
- Existing parking characteristics, Parking tools (shared parking, parking management, pricing)
- Demographics (age, income, auto ownership)

Further, the size/mix of the development and availability/distance from transit station impact parking generation rates. While there is no specific reduction percentage or "one size fits all" approach regarding parking that applies to every downtown or transit oriented area, a typical parking generation rate reduction of 10% to 25% has been documented across the county for areas in close proximity to fixed transit assets.

SHARED PARKING / COOPERATIVE PARKING

Shared Parking

Shared parking is based on the concept that different land uses have different parking demand at different times. Allowing shared parking can decrease the total number of spaces required for mixed use developments or mixed use areas, while still providing an adequate supply of parking. The concept promotes more centralized parking resources and supports a more safe and walkable area.

To demonstrate shared parking, a shared parking analysis is required to determine the actual parking demand. This analysis is based on the size of each individual land use, maximum parking requirements for each land use, the typical parking user (visitor, employee), and the hourly parking accumulation for each land use.

Cooperative Parking

Cooperative parking is a similar concept to sharing of parking resources, but occurs when two or more land uses can cooperatively provide parking resources. Allowing for mixed uses to provide for parking cooperatively allows for more efficient use of space. Cooperative parking is common in State of Washington communities where a 20% reduction of the total combined required parking is allowed. The City of Des Plaines allows for cooperative parking, allowing for a 25% reduction when 4 or more uses are included or a 15% reduction when 3 uses are included. The City of Evanston includes a similar provision, "collective parking", where the Zoning Administrator may allow for a reduction in the required parking for 2 or more non-residential uses jointly providing off-street parking when their hours of operation do not overlap.

IN-LIEU PARKING FEES

In-lieu parking fees provide one strategy for financing centralized parking structures, as well as providing an option to developers. Instead of developers providing on-site parking, the community provides off-site parking that is used by visitors and employees of the development. Using in-lieu fees can generate several benefits:

- Promote shared parking
- Allow for increased municipal control of the parking system
- Offer improved location and design of parking facilities that is supportive of the pedestrian environment
- Greater control of urban design in the downtown

In-lieu parking fees are typically set as a per-space fixed cost based on the cost to construct a parking space. This amount could be changed periodically based on estimates of construction costs by referencing construction costs indices. Alternatively, fees could be set on a case-by-case basis. These fees are usually charged at the time of development.

While developers may be concerned about the lack of on-site parking, an appropriately located structure should support development and minimize these concerns. Additionally, this program could be voluntary, and any developer who is concerned about not providing on-site parking could still include parking. Many communities have reported that these fees had become a form of administrative relief for developers who do not want to provide the required parking. (*In Lieu of Required Parking*, Donald Shoup, 1999)

It is difficult to compare fees among different communities, as each has a different set cost per space and different parking requirements. The average in-lieu fee in the U.S. ranges from less than \$6,000 to more than \$27,000 per space, with the average being \$11,305 per space. (*In Lieu of Required Parking*, Donald Shoup, 1999) Local examples include Oak Park, Highland Park, Lake Forest, Libertyville, and Riverside. The Village of Tinley Park allows for an in lieu of parking fee of \$1,000 for each automobile and bicycle parking space that cannot be provided on the subject lot.

PARKING CREDITS

Parking credits provide for a reduction in the number of required off-street parking spaces allowed for specific circumstances or strategies that reduce parking demand. Some options for authorizing credits include:

Transit Proximity Reduction

For all uses, parking requirements may be reduced 15% from parking requirement with proximity to a fixed route transit service or commuter rail station within ¼ mile walk distance from platform or transit stop.

Availability of On-Street Parking

For non-residential uses, on-street parking spaces 50% adjacent to the property line can be credited against the parking requirement

Availability of Public Off-Street Spaces

For non-residential uses, public parking spaces located within 660 feet of any property line may be credited against the parking requirement at a rate of one credit for every three parking spaces.

Established Car-Sharing Program

Parking requirements can be reduced with the inclusion of car-share parking at the rate of four spaces per car-share spaces. Applicant must show documentation of an agreement with a car-sharing organization.

Other Strategies

- Addition of bicycle parking
- Development of a transportation management plan that would describe proposed transportation management strategies to be employed, such as providing financial benefits for transit use, off-peak

work schedules, carpooling/vanpooling programs, etc. This plan would include estimated use and commitment to maintain program.

- Financial incentives such as participation with the transit benefit program

Some examples of parking credits in the Chicago area include:

The **Village of Oak Park** allows up to a 25% reduction in the number of required off-street parking spaces, per approval by the Village Engineer, for the following circumstances:

- On-street parking – one space reduction for every one on-street space adjacent to the property;
- Transit availability – applicant demonstrates a certain percentage of customers or users will utilize mass transit;
- Bicycle Parking – provisions included to accommodate bicycles;
- Transportation Management Plan – the development or use commits to maintain a transportation management plan that indicates specific activities and measures;
- Off-peak work hours – allows employees to arrive at times other than the peak morning commute period;
- Financial Incentives – employer provides cash or in-kind financial incentives for employees commuting by car/vanpools, carsharing, or transit.

The **City of Evanston** allows a 10% reduction of parking spaces with a long-term lease with a carsharing service. For projects requiring 5 – 10 off-street parking spaces a reduction of one space is allowed. Projects requiring more than 10 off-street spaces are allowed a reduction of 10% of the required parking spaces. Additionally, Evanston allows for a parking exemption for businesses less than 4,000 sf in floor area as a means to support local, independent businesses that are not likely to be able to provide on-site parking.

The **City of Des Plaines** allows for the following parking credits:

- On-street parking – allows for the inclusion of on-street parking where the parking space must be located adjacent to the property line;
- Public Parking – For non-residential uses, allows one credit for every 3 public parking spaces located within 660 feet (1/8th mile) of any property line;
- Transit Service – Allows for a 15% reduction in required parking spaces for developments within 440 feet of and 10% reduction in required parking spaces within 800 feet of a commuter rail station for fixed route transit with 15-minute minimum headway;
- Car-sharing – For each car-share space, required parking can be reduced by 4 spaces, up to a total of 40% of the total required parking spaces.

The **Village of Highland Park** allows for a 5% - 15% reduction in parking requirements for those uses that attract “captive” markets, i.e., commercial/restaurant uses generating a portion of those businesses from employees of nearby office locations. These uses must be located within a maximum 1,000 feet walking distance. The Village also allows for a 15% reduction for uses located within 1,000 feet of fixed routes transit service or a commuter rail station.

The **Village of Tinley Park** offers reductions in required parking for a development that is located within 300 feet of a municipal or commuter parking facility,

BICYCLE PARKING

Provisions to accommodate bicycle use are an important component of a multimodal downtown. General guidance to providing bicycle parking, as provided by the Victoria Transport Policy Institute (VTPI) addresses:

- Short-term bicycle parking provide shoppers, customers, messengers and other visitors who generally park for two hours or less a convenient and readily accessible place to park bicycles. It should be located within 50 feet of the building entrance that cyclists use. Where there is more than one building on a site, or where building has more than one main entrance, the parking must be

distributed to serve all buildings or main entrances. If more than 10 short-term spaces are required, at least 50% should be covered.

- Long-term bicycle parking for employees, students, residents, commuters and others who stay at a site for several hours a secure and weather-protected place to store their bicycles. Locate on site or within 750 feet of the site - daily bicycle commuters are generally willing to walk a short distance, about three blocks, if they are confident the parking is secure.
- Each parking space must be accessible without moving another bicycle - generally, allow for 2 feet by 6 feet for each bicycle parking space. Provide an aisle at least 5 feet wide behind all bicycle parking to allow room for maneuvering - just as automobile drivers need additional space to maneuver in and out of parking spaces.

Some communities now have similar standards for bicycle parking similar to vehicular off-street parking spaces, or allow bicycle parking to substitute for a portion of automobile parking. The City of Evanston Zoning Administrator can require bicycle parking for new public, hospital, university/college buildings, and shopping centers. The Village of Oak Park allows for a reduction of up to 25% for the inclusion of bicycle parking. The City of Des Plaines and the Village of Tinley Park have more specific requirements:

- Des Plaines
 - For required uses, specific bicycle parking standards are provided in Zoning Code
 - Bicycle parking spaces dimensions of 2 feet by 6 feet
 - Aisle width of 5 feet
 - Bicycle access space of 2 feet per bicycle parking space
 - Located within 50 feet from entrance of use
- Tinley Park
 - For specified districts, on-site bicycle parking is required at 0.2 spaces per 1,000sf (2 minimum).
 - Shall be provided within a lot's parking zone or at the front of a building no more than 50 feet from building entrance.
 - Bicycle parking shelters are permitted within a lot's parking zone by must be located no closer than 5 feet to any property line

ORDINANCE NO. 2015-_____
AN ORDINANCE AMENDING THE ZONING ORDINANCE FOR MULTIPLE-FAMILY PARKING REQUIREMENTS

WHEREAS, the Village of Westmont is a municipal corporation duly organized and operating pursuant to the laws of the State of Illinois; and

WHEREAS, the Village of Westmont has a vested interest in maintaining multiple-family parking requirements consistent with comparable communities to promote new development, redevelopment and economic viability; and

WHEREAS, the Village of Westmont desires to amend the current code text to further define multiple-family parking requirements based on the type of dwelling units; and

NOW, THEREFORE, BE IT ORDAINED by the President and Board of Trustees of the Village of Westmont, DuPage County, Illinois, as follows (additions/changes are indicated by underlining and shading; ~~deletions are indicated by strikeouts~~):

Section 1: The Village of Westmont Municipal Code, Appendix A - Zoning, Article X - Off-Street Parking and Off-Street Loading, Section 10.06 - Off-Street Parking is hereby amended:

(K) *Required spaces.* The minimum number of off-street parking spaces accessory to designated uses shall be provided as follows:

(1) *Dwelling uses.*

(b) Multiple-family dwellings:

- (1) Efficiency - 1 parking space for each dwelling unit.
- (2) 1 Bedroom - 1½ parking spaces for each dwelling unit.
- (3) 2 Bedrooms - 2 parking spaces for each dwelling unit
- (4) 3 Bedrooms and over - 2½ parking spaces for each dwelling unit.

Section 2: All ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed to the extent of the conflict.

Section 3: This ordinance shall be in full force and effect after its passage, approval and publication in pamphlet form as provided by law.